

Transportation Enhancement Funds Eligibility

To be eligible for Transportation Enhancement funds, an application must:

- Relate to surface transportation, and
- Include one of the 12 federally designated TE activities, and
- Be submitted by a taxable entity (city, county, school district, etc).

For the purpose of project selection, applications are divided into three main categories: Historic; Scenic and Environmental; and, Pedestrian and Bicycle Facilities. Projects must relate to at least one of the following activities. The 12 federally designated TE activities are:

Historic Category

- Acquisition of historic sites
- Historic highways programs (including the provision of tourist and welcome center facilities)
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Archeological planning and research
- Establishment of transportation museums

Scenic and Environmental Category

- Acquisition of scenic easements and scenic sites
- Scenic highway programs (including the provision of tourist and welcome center facilities linked to scenic or historic sites)
- Landscaping and other scenic beautification
- Control and removal of outdoor advertising
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity

Pedestrian and Bicycle Facilities Category

- Provision of facilities for pedestrians and bicycles
- Provision of safety and education activities for pedestrians and bicyclists
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)

Criteria

The review and decision process for enhancement projects submitted to KDOT will be guided by the following General Priority Factors (in no particular order):

- Projects that clearly enhance the quality or utility of existing or new transportation facilities or services.
- Projects that will be completed with the Transportation Enhancement funds requested and the matching funds pledged by the applicant. The project must not be dependent on other funding or scheduling contingencies. It must represent a complete, identifiable, and usable facility or entity rather than only a component of a larger project.
- Projects that demonstrate that local funds are available and will be able to meet a timely letting.
- Projects which will benefit a relatively large percentage of the community's, region's, or state's population.
- Projects which will enhance the state's travel and tourism efforts.
- Projects which will contribute to a wide geographical dispersion of the Transportation Enhancement funds within the state.
- Consistency with local comprehensive land use and transportation plans. Higher priority shall be assigned to projects which actively advance the goals and policies contained in such plans.
- Projects that demonstrate support from the local community. Document the public involvement process. Examples include public meeting minutes, press announcements, newspaper clippings, letters, and other similar documents.
- Projects which are supported by other local governments in the vicinity of the project, as well as by the applicant.
- Projects that have the support of clearly recognized public or not-for-profit organizations of national, statewide, or regional scope with expertise in the subject matter of the application.
- The extent to which the project will enhance the quality of experience of users of transportation systems or facilities.
- The extent to which applicants indicate a commitment to provide extra effort or contribution above and beyond the minimum matching fund requirement.
- Projects that serve more than one of the eligibility factors set forth under the Surface Transportation Program and which do so in a logical and coordinated fashion.

Historic Category

In addition to the general priority factors, project applications in the historic category will be evaluated on the following factors:

- Need, i.e., condition of the historic property, whether it is endangered or not, whether or not fiscal resources are already available to fully fund the project.

- Capability of the applicant to carry out the project.
- Feasibility of the project, i.e., whether or not it is a practical project.
- Employment of proper historic preservation techniques.
- Relative significance of the historic property (i.e., National Historic Landmark, National Register property, State Register property, local designated property, determined eligible for the National Register).
- Long-range plans for the property.
- Potential for yielding historical or archeological data, where applicable.

Scenic and Environmental Category

In addition to the general priority factors, scenic and environmental applications will be evaluated on the following factors:

- Enhance the quality of the environment, restore and preserve floodplain values, enhance natural features and visual values, address soil erosion and water quality, and restore local or project wildlife habitat.
- Be compatible with local comprehensive land use plans and enhance the quality of the developed environment.
- Projects provide visual impact, contain provisions for native wild flowers, native Kansas plants, and a maintenance plan to insure continued quality of the project.
- Include planting and screening to improve the aesthetics and appearance of the right of way or the project site.

Pedestrian and Bicycle Facilities Category

In addition to the general priority factors, pedestrian and bicycle applications will be evaluated on the following factors:

- All projects shall begin and end in proximity to a traffic generator such as a residential area, work place, or recreational facility.
- Designed to acceptable guidelines of the American Association of State Highway and Transportation Officials (AASHTO) (Guide for the Development of Bicycle Facilities) and American with Disabilities Act (ADA) (Accessibility Guidelines - ADAAG) and be representative of sound bicycle/pedestrian facility planning principles.
- Preference will be given to projects that limit the number of conflicts with other modes of transportation.
- Estimated number and brief methodology for calculation of bicyclists/pedestrians using the proposed project.
- Linkage to the existing transportation network.
- User accessibility to the proposed project.

- Safety level of proposed project: facility dimensions and signing.
- Continuity of proposed project: treatment of intersections with collector streets, arterials, and state highways.
- Security level of proposed project.
- Connections with other bicycle/pedestrian paths.
- Estimated benefits of proposed project.
- Community awareness and support (letters of support).
- Environmental quality and tourist/recreational benefits of proposed project.